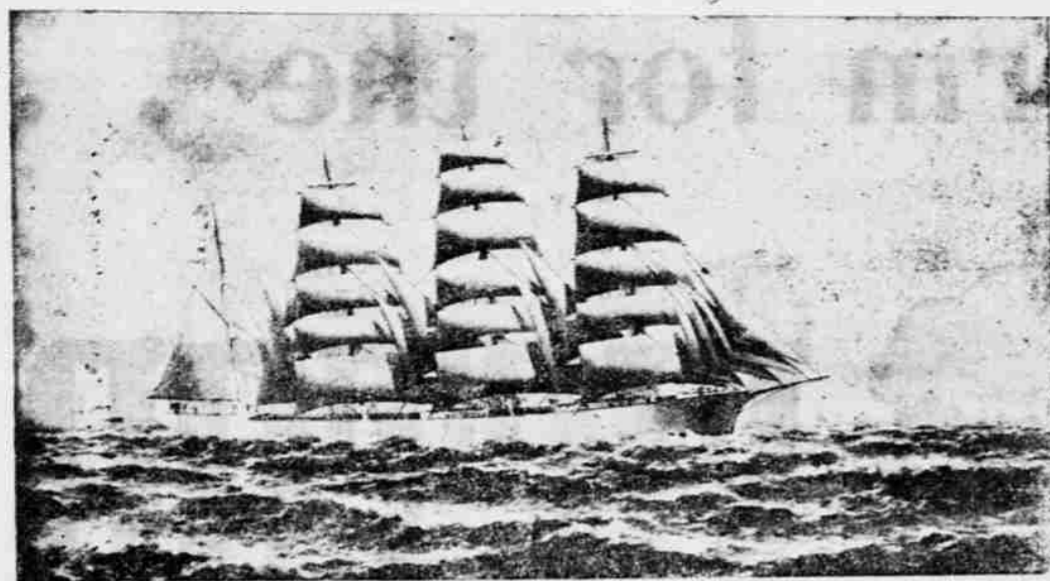


RECORD OF THE SWIFTEST SAILING SHIP ON ANY SEA



AM. SHIP ERSKINE M. PHELPS.

The swiftest sailing ship on any sea, a giant of generous and graceful lines, with hull, masts and yards painted white as snow, a craft that spreads thirty-five sails bellying to the winds and known as the royal yacht, such is the American full-rigged ship Erskine M. Phelps, now lying in Manila Bay preparing to sail shortly for Honolulu.

The New York Herald publishes the following account of the vessel.

Any deep sea trader that makes a

record run in a lifetime of twenty years becomes famous in shipping annals, yet the Phelps has broken seven records in her career of four years. She has made passages around Cape Horn in seventy-seven, ninety-five, ninety-six and ninety-seven days. On these long voyages 125 days is considered a good passage.

When anything carrying canvas gets before a good stiff breeze and the patent log shows a speed of ten or twelve knots an hour, it is supposed

that it is the utmost that can be got out of anything that carries sail, but the Phelps is able to reel off thirteen knots an hour and the two patent logs that she always carries trailing astern have shown a speed of fourteen.

The Phelps is not only a fast sailer but a big cargo carrier as she loads 4600 tons of merchandise. Other ships look bluff and round compared to her yacht-like hull, and their spars short and stumpy when contrasted with her sky-scraping masts and long, tapering yards.

If the ship were stood upright on its stern the craft would rise higher than New York's tallest skyscraper, as she measures, from her rudder to the tip of the bowsprit, 400 feet. She could not go under the Brooklyn bridge without sending down her topgallant masts.

This yachtlike giant, kept as spotlessly white as a man-of-war, careening under a cloud of canvas can better be imagined than described. While some ships are known to fame for a single fast passage in extraordinary favorable weather, the Phelps has shown a score of times that in ordinarily favorable weather she can sail across the North Atlantic from New York to England in from thirteen to fifteen days. No sailing ship that ever floated can show in four years such swift voyages as these:

Norfolk to Honolulu	15,000	97
Norfolk to Ombay Pass	14,880	77
New York to Java	13,000	80
Java to Chili	11,600	58
Chili to Philadelphia	10,000	95
Chili to Baltimore	10,000	96
Around Cape	2,000	11
Across Indian Ocean	6,500	26
Equator to Cape Hatteras	3,000	18
Best hour's run	14 knots	
Best day's run	310 knots	
Best week's run (6 days)	1,675 knots	

The last six paragraphs of the above were incidents during the record runs mentioned in the first seven. It should be a matter of national pride, but it is almost unknown to the public that this champion of the seas sails under the Stars and Stripes.

On her first voyage from Bath, Maine, to Baltimore, with 900 tons of ballast in her, and drawing 10 feet 9 inches of water, she was only two and one-half days from Bath to the mouth of the Chesapeake bay. Off Cape Henry she met a northwest gale that drove her 600 miles out to sea. Running free, she made fourteen knots by the patent log and twelve knots close hauled with the yards braced sharp. With the small amount of ballast she had in she listed but eight degrees in heavy gale, at the same time carrying topgallant sails.

She holds the record from New York to Java, at the eastern edge of the Indian Ocean, having sailed to Java Head in eighty days. On this voyage she went from the meridian of Greenwich to the head in twenty-six days, averaging 250 miles each day, a total of 6500 knots, a speed that would carry the ship from New York to the English Channel in thirteen days.

A single voyage across the Atlantic in thirty-five days is considered a fast passage. During the run from New York to Java Head the smallest day's run was 200 miles and the best day's run 310 miles.

And from Java to Talvai, Chile, in ballast, she sailed 11,600 miles across the Indian and South Atlantic oceans in fifty-eight days, an average of 200 miles daily. Then she sailed from Chile south around Cape Horn, up the South and North Atlantic oceans to Philadelphia, a distance of 13,000 miles, in ninety-five days, the record run between the ports.

The best day's run on the voyage from Manila to Ombay Pass was 310 miles, an average of 12 11-12 knots an hour for twenty-four hours. This is above the average of ordinary steamship time.

The Phelps is a four-masted ship and the first steel sailing vessel ever built in the United States of steel made in this country. The only foreign-made articles aboard the Phelps are two of Lord Kelvin's compasses and a deep sea sounding machine. She was built in Bath, Me., in 1898, by Arthur Sewall and Company. Mr. Sewall was the vice presidential candidate with Wm. J. Bryan, in 1896.

Here are the dimensions: Length over all, 430 feet; width, 45 feet; depth of hold, 26 feet; net register, 2715 tons; keel to trucks, 200 feet; diameter of masts, 32 inches; lower yards, 94 feet; lower topsail yards, 85 feet; upper topsail yard 75 feet; topgallant yards, 65 feet; royal yards, 55 feet; skysail yards, 46 feet; bowsprit, 68 feet.

In addition to an all-steel hull the ship has steel poop, a steel house amidships, a steel forecabin and steel masts and yards and bowsprit, there being only three pieces of wood in her—the three topgallant masts. In the cabin Captain and Mrs. Graham have a sittingroom, diningroom, bedroom, bathroom, four extra staterooms, apothecary shop and two storage rooms.

In the house amidships is a steam engine for hoisting sails or anchors making it necessary to carry only twenty men in the crew, whereas in former days a ship of her size would carry not less than forty men. She has a bridge over the deckhouses from stem to stern.

An interesting person aboard is Miss Gladys Graham, the 10-year-old daughter of the Captain, who has been going to sea since she was 8 months old. She has rounded Cape Horn fourteen times and the Cape of Good Hope twice, and sailed a distance equal to twice around the world.

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